GRAPES OF DAD RIDING SECTIONS. Interesting Data Corcerning the Steycle Trade -New Rules for the Government of Bacing

Explained-furface Conditions Likely to buil Riders in This Section To-Day. Be-ween now and the first of June every cynlist owning a camera will have a chance of combining duty and pleasure and business by Taking photographs of country road sections that are in a bad condition. It is fair to assume that the taking of pictures is a pleasure with every camera "flend," and every cyclist who is an amateur should recognize it as a duty to employ his art in any way that will help the cause of good roads and the L. A. W. The National Committee on Highway Improvement wants to know where are the places in public roads that most need improvement all over the country, and thing can show this better than photograpas. For these reasons the Highway Improvement mmittee of the L. A. W. has decided to offer eash prizes for the best pictures of bad roads turned in before June 1, and this is where the business end of the combination between duty and pleasure comes in. The committee has just decided on this more and has not yet anbe made, but it is implied that an all-around superiority will be the test. Under this plan the importance of the road and the badness of the spot photographed would count as well as the artistic shallty of the picture. The total amount of the prizes to be awarded, all in cash, is \$125. The first prize is \$50, the second \$25, the third SIA the fourth \$10, and after that there will be ave prizes of \$5 each awarded. All are at ilberty to send in as many photographs for the competition as they please, but not more than one prize will be awarded to any one person. Those who desire to help the cause of good roads and enter the contest should send their nictures before June 1 to Otto Dorner, Chairman of the L. A. W. Committee on Highway Improvement, P. O. box 153, Milwaukee, Wis.

It has been a sport with many persons to estimate the proportions to which the bicycle in-dustry has grown during the past few years, and dozens of stories have been published con-cerning the capital invested, the number of men employed, and the extent to which other lines of business have suffered because of the money spent in buying bicycles. In all such es-timates only one thing has appeared certain. which is that a small army of persons are build-ing bloycles that several larger armies are riding, and that many millions of dollars are invested in the bicycle industry. Generally the estimates in such matters are crass exaggera-tions of the fact, and some of the details upon which estimates are made are practically beyond computation. In respect to capital invested, for one thing, it is beyond the reach of statisticians to determine how many dollars have been put into the production of bicycles. One great obstacle is in the fact that very often comparatively little of the capital stock of cycle-making companies has been paid in. The money that the cycle trade represents has been at all times a wild conjecture, although many other statistics regarding it which are of interest to both rider and dealer can be ascertained. The new Secretary of the National Board of Trade, Walter Wardrop, is a man who fer years has been compiling statistics of all kinds regarding the cycle trade, and has pretty much everything in the way of history and figures at his fingers' ends. While talking with THE SUN reporter yesterday concerning the threatened breach between the L. A. W. and the trade, Secretary Wardrop asserted that, should the L. A. W. choose to take e position that it did not need the support of the trade and defied its enmity, the number of those who, in a campaign against the L. A. W., those who, in a campaign against the L. A. W., would arraign themselves on the trade side would exceed the number of L. A. W. members, which is 103,000, by more than twice. In evidence of this Wardrop produced a list, tabulated by him and never before published, showing the number of firms engaged in turning out the various parts used in the construction of bicycles, together with the number of bicycle manufacturers, manufacturers of sundries and jobbers of both. Retailers of all kinds are emitted. This is the list:

Alarm bells, 48; whistles, 4; bolts and num, 5;

omitted. This is the list:

Alarm bells, 48; whistles, 4; bolts and nuts, 5; brakes, 38; carriers, 44; cements, 47; cranks, 12; crank happers, 58; cups and cones, 31; cyclometers, 40; enamelling ovens, 18; gears, 17; grips, 50; guards, 60; ligs, 3; lamps, 69; leather, 11; locks, 56; machinery, 144; name plates, 52; siples and washers, 26; platers supplies, 10; foot lathes, 5; vulcanizers, 7; taps and dies, 7; small drill presses, 1; compressed air tanks, 2; tools, 17; saddles, 119; speed indicators, 6; spokes, 28; tires, 76; toe clips, 50; tools, 34; tubing, 31; vises, 7; chains, 50; pedals, 50; rims, 64; handiebars, 93; frame connections, 68; valves, 16; tool bags, 26; wrenches, 48; ollers, 10; pumps, 52; repair kits, 30; bloycle manufacturers who make from 500 up, 316; smail builders, 2,50; jobbers of bleycles, 1,520; manufacturers of sundries, 2,212, and jobbers of sundries, 1,220.

In this list, Secretary Wardrop explains, many

jobbers of bleycles, 1,626; manufacturers of sundries, 2,212, and jobbers of sundries, 1,290.

In this list, Secretary Wardrop explains, many allowances are to be made. The allowances run in different directions. The five makers of bolts and nuts, for instance, are probably in every case makers of screw machines, who make bolts and nuts simply to round out their line. Again, there are duplications in some figures, such as those relating to saddles. In this case all the different patterns, of saddles have been totalled, while, as in well known, almost every maker puts out two or three different styles and brands. The figures as they stand are of general interest, and those in the trade will appreciate the qualifications to be made. To determine the number of persons employed in an industry of the dimensions indicated, one can be guided only by common reasoning or known facts. Any factory that turns out 500 wheels a year must employ at least five or six men, while the makers of 10,000 wheels employ several hundred. In the biggest factories the number cuployed the year around figures at about 750, while in the busicst season, when a night and day force is employed, the number of employees reaches 2,000. Adding to these figures a judicious estimate of the men employed in all the different shops, and the number of salesmen retained by the makers and the jobbers, it can readily be appraciated that Secretary Wardrop's statement is a conservative one.

When asked to express an opinion on the rule of the L. A. W. Racing Board that requires race promoters to put on the programmes the names of the wheels and tires ridden by racing men. President Potter said: "Oh, that is one of the inscrutable doings of the Racing Board, I do not know anything about it. I don't try to understand such matters. I do not try to understand such matters. I do not try to understand any more of the details of the work of the League of American Wheelmen than I am obliged. I have troubles enough with the matters I have to look after."

colleged. I have troubles enough with the metters I have to look after."

Cyclists who contrast the experiences of a few years ago, when railroads charged a tariff on their wheels almost equal to the anount of their fare, rejoice greatly at being now able to have their 25-pound cycles carried as free from charge as a 150-pound trunk. The passage of bleycle baggage laws in different States is regarded as marking a new are of accommodation for wheel riders, and to a certain extent it does. It marks, in those States that have adopted bleycle baggage laws, an era of enforced recognition and courtesy which through example, is likely to apread. An incident that emphasized the new conditions, and, furthermore, marked a newer and happier departure, was the establishment last week by the Long Island Railroad of a regular bleycle car properly fitted for the safe castriage of wheels. The emphasis of this happening is due to the presistence with which this road refused for many years to pay any except unflattering attention to cyclists. The change may be greaumed to indicate that the time is practically at hand when railroads generally have begun to appreciate the patronage of cyclists as passengers and to offer inducements to have them take long trips in one direction and return by train. The law of competition makes it reasonable to presume that the fitting out of special bicycle cars will be imitated by other roads. In connection with the subject of bicycles as baggage, it is interesting to note that the recognition of wheels as belonging in this class is not wholly of recent date. Those who have been riding for only three or your years remember when some roads that now take wheels free charged for carrying them, but those who can go back a dozen years can remember, also, that then, as now, some of these same roads made no charges. There seems to be three stages or phases through which the bicycle has passed in its relation to railroads. Fen or fitters years ago there were not enough riders for it to make one, however,

the name of the wheel and tires used by riders on the racing programme. Chairman Mott says:

"The rule is in the interest of promoters, racing men and the public, and encourages manufacturers to confine their advertising plans to professionals. Manufacturers would be encouraged to hire professional teams, and thus give an additional revenue to racing men if spectators are informed what wheels or tires the men ride. Manufacturers can make it a condition in their contracts with racing men that their men shall enter seven days prior to a neet. If they do, the men cannot hold back to the last moment until the promoter offers an extra inducement. The promoter will have seven days to advertise his attractions. By the operation of this rule it is hoped the racing men will receive employment, the promoter will not be aqueezed, and there should be less temptation and cleaner sport. The addition of this entry and the registration number on score cards need not make the score card more bulky. All the requirements of the rules can be observed in a score card.

In the new rule regulating the liability of tracks for blacklist when unanotioned races are run and prizes withheld, Mr. Most affirms that "a track may (not shall) be held responsible for prizes at discretion. That discretion has been found necessary in the experience of the board in a very few cases where there seemed to be collusion and subterfuge used between track owners have rented their tracks to parties whom they knew to be irresponable, making themselves safe by requiring the rent in advance, and being morally certain that the racing men would not get their prizes. In such cases the member of the board would exercise his discretion under the rule and hold the track. In other cases of default, where it was shown that reasonable care had been used by the track owner, the track would not be held. In order to protect the racing men that they were certain to the prizes they worked hard for and won, and, indeed, it should be a reasonable assurance to them.

The new

mit. Not more than \$100 shall be involved in a professional purse or prize without a special permit, except in National Circuit meets. Hace promotors must
not offer, nor ridere demand or accept, anything in
excess of the prizes promised by the curry blanks,
score cards, or programmes. No bosus or appearance money shall be offered or accepted. No prize
can be given in a trial heat, nor more than four prizes
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all a secience of secondary to the conseries in a handleap without
by the Chairman, at his discretion, to employ a
limited number of professional racing men for a
series of months, upon written contracts submitted
for approval, one copy of which is to be filed with
the board.

The receipt official scaling the series of the copy of

The racing officials realize that leading professional and amateur riders demand and receive remuneration from promoters outside of the prizes offered for riding at meets and it is with the object of putting a stoot to this practice this season that the board proposes to exercise great vigilance. Mr. Moot explains the new rules regulating the bonus question and the plans to be operated to protect the promoters as follows: moters, and when the word 'promoter' is used it should be remembered that the word dees not refer only to a few rich promoters in a few large cities, but comprises bicycle clubs all over the United States and many individuals in small cities and towns who are conducting bicycle racing as a legitimate business enterprise. These clubs and individuals cannot afford to be unreasonably held up, and if they are they can give no more race meets, and the occupation of the racing man will be very much more contracted. Therefore the interests and welface of the bonus rule is to prevent the market on American riders from being connered by a few rich speculators, who would otherwise employ all the star American riders, and in their greed demand, extortionate and even prohibitive prices for their appearance. The board must look to the interest of the sport as an athiette-sport for all time, not simply for one season. Without the bonus rule, ignorant greed would in the course of time kill bleydo racing almost entirely. Another object of the rule is that, in the interest of eportsmanship, a ble interpretation of the prize for it printed on the programme so that the space time the relief of the rule is that, in the interest of eportsmanship, and the interest of the prize for it printed on the programme so that the space time the relief of the rule is that, in the interest of eportsmanship, and the prize for it printed on the programme so that the space time the rule is that the prevention of the rule is that the promoter of the rule is all the other contests on the programme so that the space and the subscrip

The road department of the New York State division of the L. A. W. yesterday issued a report of the condition of the macadam and earth roads convenient to this city. It contains information for riders planning trips for to-morrow, and is as follows:

roads convenient to this city. It contains information for riders planning trips for to-morrow, and is as follows:

Manhattan, the Bronx, and East of the Hudson—seventh and St. Nicholas and Lenox syenuse good; upper Boulevard fair, being torn up in places for the laying of sewer pipes. Boulevard Lafsyette being resurfaced, unridable, sidewalk forn up or washed out in many places, very dangerous riding. Ringsbridge Boad fair. Central Park roads are in good shaps. Riverside Drive and cycle path on Riverside Drive are very good. The 110th street Lenox avenue entrance to Central Park is poor. The asphalt on Fifty-ninth street is poor, while on 100th street and Columbus avenue the asphalt is forn up by the car company; both places should be ridden with care. Westchester avenue and West Farms road are good. Jerome avenue on one side affords good riding. There is a dangerous drop in the [Macomb's Dam Boad at 154th street. Just before reaching the bridge; 138th street from Madison avenue bridgefor Third avenue is poor. Macadam roads of Kingsbridge, fair; earth roads heavy. The roads of Yonkers, owing to the recent ralins, have softened and become slightly middy. Jerome avenue is in poor condition from Woodlawn Cemetery to the Yonkers line; above it is in fair condition to Yonkers avenue, but from that north it is in revry poor shape for riding. Macadam roads of Hasting—on-Hudson and Sing Sing are in a muddy condition; earth roads are very muddy. All roads in the vicinity of Finkill Landing are very muddy and almost unridable. The macadam roads of Manaroneck are very good; earth roads of Haversiraw are muddy. Macadam and sarth roads of Haversiraw are muddy. Racadam and sarth roads of Haversiraw are muddy. Racadam roads of Cornwall-on-Hudson fair, earth roads of Part Chester are muddy. Hoads of Chappaquis are poor and muddy.

West of the Hudson—Macadam roads of Haversiraw are muddy. Racadam roads of Goshen very muddy, Roads of Chester and Middledown muddy. Hecoking store the surface, and owing to this and the rots riding

OIT DEVELOPMENT and VICOR.

Restorative and Enlarging Appliance The l. A. W. Racing Hoard intends to introduce changes of a radical character into the conduct of racing and the management of rich racing and the management and the management and the management and the manage

the West Drive from Third street toward Pitseanth attreet, which abounds in small holes. The messadam roads of Highel-duries and Bemeenhard are good. Reads of Parkville Lair. Herrick and Jankies roads are good. Cropery are use and Bay Ridge roads are good. Cropery are use and Bay Ridge roads are good. Cropery are use and Bay Ridge roads are good. Cropery are use and protect. Smithsown, and Port Jefferson are all in good condition. From Jamaica through Queens, Riseola, and Jeffecho all roads are in fractilias ridging condition. Herrick road are in fractilias ridging condition. Boards of Becknaway and Far Reckaway good. Road to Long Beach fair; to Garden City and Hempstead excellent. Hoads to Port Washington, Great Neck, and Whitestone Arcellent. Board from College Point to Whitestone Arcellent. Board from College Point to Whitestone half the distance fair, the other half youndy. Plushing to Whitestone fair. Road from Whitestone in Willets Point also fair. Roads to Oyster Ray and Ulen Cova fair. Bay shore to Smithtown good. Boad from Patchogue east through Morielens, tood Ground, and Amaganestt, good. Bridgehampton to Sag Harbor, good. Port Jefferson through Wading River to Riverhead is fair. Hoad from Riverhead is fair. Hoad from Riverhead in from Wesshampton to Patchogue is a through Morielens, tood Ground, and Amaganestt, good. Bridgehampton to Patchogue is fair. Hoad from Riverhead in foot Wesshampton to Riverhead, cycle path is fair to good: The basi spot as Cance Place, reported in bat condition last week, has been ramedied. A dycle path has been made on the south side of road just west of Oakdale. Roads of Hempsteal muddy and heavy. Macadam roads of Rowellin Cestre very good; earling roads heavy. Hacadam roads of Hackensack and Cherry Hill fair to good: erge paths attoky. Macadam roads of Fleasant Pians fair to good: earling on the surface of Pleasant Pians fair to good: earling on the Roads of Pleasant Pians fair to good. Macadam roads of Tesas and Ridgewood, Park Ridge, fair; Forest Hill, middy. Macadam

OXFORD AN EASY WINNER.

entrows Cambridge in Their Annual Struggle

LONDON, March 26 .- The fifty-fifth annual boat race between the crews of the universities of Oxford and Cambridge was rowed this after noon over the Thames championship course of four and one-quarter miles, from Putney to Mortlake, and was won by Oxford by six lengths The weather at Putney this morning was cold

and bitter. A strong northeasterly gale was ON blowing, and the umpires met at 11 o'clock to consider the possibility of rowing the race under the existing conditions. After consultation it was determined that, as the river would be at full flood at 4 o'clock in the afternoon, the hour fixed for starting, it would be impracticable hour fixed for starting, it would be impracticable to row over the course then. At 2:43 o'clock the umpire and judge steamed over the course to ascertain the possibility of rowing at all. Snow was falling and the water was getting rougher. The crowd at the river side was much smaller than usual on account of the rough weather, and everybody was uncomfertable and dispirited. When the judge returned from his trip over the course, the umpire said he thought it would be foolish to row the race to-day. Pechell, the coxswain of the Oxford boat, declared that the water was far too rough to row a satisfactory race. Nevertheless, as consultation was had which resulted in a decision to row. Oxford won the toss and chose the Middlesex side.

tion was had which resulted in a decision to row, Oxford won the toss and chose the Middlesex side.

The boats, which were equipped with air bladders, started at 3:48 o'clock. Cambridge led slightly at the start and was half a length ahead at the boat house of the London Rowing Club. At Craven Cottage, Cambridge began to cross over to the shiftered water on the Middlesex side, but Oxford held her ground and led by her forward canvas abreast of the cottage. It was a good race from this on to Hammersmith Bridge, which was passed with Oxford leading by quite two lengths. At Chiswick, Oxford was rowing strong and had increased her lead to between four and five lengths.

At Thornycrofts Oxford was rowing a 34-stroke strongly, and was several lengths ahead. Cambridge was rowing a stroke of 33 to the minute at Barners Bridge, but Oxford kept drawing away, and reached the finish an easy winner. Oxford's time was 22 minutes 15 seconds.

The race was rowed in a pelting rain and a

drawing away, and reached the finish an easy winner. Oxford's time was 22 minutes 15 seconds.

The race was rowed in a pelting rain and a gale of wind, one boat being illied with water at the finish. This shows the folly of fixing such an event for an English March, the forced post-ponement of yesterday's university athletic sports on account of bad weather emphasizing the error. If the crews were evenly matched the fact of losing the toss in such weather would be sufficient to cause the loss of the race. As it was, the loss of the toss to-day put Cambridge out of court from the outset. The Cantabs labored in a rough sea rowed unevenly, and shipped water almost immediately after starting. Both crews hugged the Middlesex shore for shelter, but Cambridge was too far behind even to get Oxford's wash. At Crabtree Bell the Cambride e stroke increased the rate of speed and made an effort which was momentarily su cessful, but Oxford was rowing with the utmost case and caim and gained at every stroke, shooting Hammersmith Bridge 200 yards ahead. Cambridge rowed on doggedly, but was going so slowly and wearily that at Thornycrofit's the sleamers following the racers slowed down to avoid running over them. Cambridge coased rowing off Mortlake, completely beat out, and with her boat filled with water. As a matter of fact, the race was a duil procession. The Cantabs' watermanship was utterly unable to cope with the rough water and strong wind, and they literally floundered along.

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ine Brown, \$1.89; Messinger Best, wie.; Hard Top. 89c, up.

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